

Co-day's Advertisements.

NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small amounts.

Apply—
J. J. FRANCIS,
4, Des Vieux Road,
Hongkong, 11th May, 1901. [511c]

PERSEVERANCE LODGE OF
HONGKONG, No. 1, 165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMAS-
ONS' HALL, Zealand Street, TO-NIGHT,
the 16th instant, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 16th May, 1901. [508c]

THE WANCHAI WAREHOUSE AND
STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
above Company will be held at the
Office of the Undersigned, No. 5, Queen's
Road Central, Hongkong, on THURSDAY,
the 23rd May, at 3 o'clock, in the afternoon,
for the purpose of considering and (if thought fit)
approving of an offer for the sale of the whole
of the Company's property on Marine Lot No.
29, and Inland Lots Nos. 438-42, 613-615 on
Terms and Conditions, which can be ascertained
upon enquiry from the Undersigned.

MEYER & CO.,
General Managers.

Hongkong, 16th May, 1901. [524c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above,
TO-MORROW, the 17th instant, at Noon.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th May, 1901. [506c]

NIIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU."

(3,873 Tons Gross, Captain H. Fraser), will be
despatched for the above Port, on FRIDAY,
the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior
Accommodation and with all modern fittings
and improvements for the safety and comfort of
Passengers. Electric light and Refrigerator,
Doctor and Stewardess carried.

Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 16th May, 1901. [530c]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI."

Captain will be despatched as above
on or about the 23rd June.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901. [529c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 16th May, 1901. [51c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together, any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1455b]

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE"
IN
HONGKONG.

AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed,
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.

Intimation.



**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 16, 1901.

NOTES AND COMMENTS.

The Load Line Case.

The case in which Captain PRIMROSE
sued his Chinese owners for wrongful dis-
missal is one in which we think that further
steps should be taken. In this case the
evidence went to show that the ship had a
false load line some inches above the Board
of Trade one, which gave her some eighty
odd tons more carrying capacity. This
Captain PRIMROSE altered and for this, ap-
parently, he was dismissed. Indeed the
Chinese owner admitted that he preferred
to run his ship with the false load line.

This being the case we certainly think
that the Harbour Master or some other
officer whose duty it may be to look into such
affairs, should take the matter up and
proceed against the Chinese owner. Here is
a man who has, for all we know to the con-
trary, been wilfully endangering the lives of
the crew and passengers of his ship, by
sending her to sea loaded down to a line
above that allowed by the Board of Trade.
This he has done for the sake of a few
paltry dollars and, unless he is punished for
the offence, he will probably continue to
cheat the Board of Trade and more honest
owners until such time as his vessel is lost.
We certainly think that it is the duty of the
Authorities to take the matter up.

We should also like to ask if the loadlines
of Chinese owned vessels are inspected here,
or is the mark, as painted on by the owner
or his agent always accepted as correct? If,
as is only too probable, no such supervi-
sion is exercised, then every Chinaman who
cares to risk human lives in this manner for
his own gain, can alter the load lines of his
vessels with impunity and nobody will be a
bit the wiser. Had the P. & O. or any
other large European line done such a thing
there would have been a tremendous outcry
raised immediately, and we do not see why
a Chinaman should be allowed to break the
law and not be brought to book. Besides,
such an act cheats honest ship-owners, for
the ship with a false load line carries more
cargo in proportion and thus earns larger
dividends than that which obeys the law.

We would suggest that an examination be
made of the load line of every Chinese
owned vessel entering the Harbour, for if
one has been altered the probabilities are
that many more have been treated in the
same manner. We want to see an example
made both in the interests of justice and in
the interests of the travelling public, and the
honest shipowners whom we represent. There
is far too much of the 'dear me, I really can't
be bothered attitude' about some of our
Government Departments and the sooner that
some of these well-paid and under-worked
gentlemen wake up to a sense of their re-
sponsibilities the better for all parties con-
cerned. Besides, if there is a law forbidding
a ship to leave the port too deeply laden, it
necessarily follows that somebody is respon-
sible for seeing that such law is enforced.
If the person responsible fails to do his duty
and loss of life occurs, then we say he is
guilty of culpable negligence almost amount-
ing to murder.

REUTER'S TELEGRAMS.

SPEECH BY LORD SALISBURY.

LONDON, May 13th.

Lord Salisbury at a Non-conformist Uni-
onist banquet, said that the past two years
had shown that the spirit of our countrymen
burns bright. They were ever accustomed
to hear suggestions that our star had set, and
that we would never light again, but gross
miscalculations had shown the power of
England, and that it was a safe place and
more secure than before. There was no
Power in the world but knows that if it defies
England's might, it defies one of its most
formidable enemies.

May 14th.

REINFORCEMENTS FOR THE RUSSIAN FLEET ON CHINA STATION.

A Daily Telegraph despatch from St.
Petersburg states that Russia has ordered
two battleships and four cruisers to the
China Station in response to a request from
Admiral Alexieff for reinforcements.

LORD SALISBURY'S SPEECH.

Lord Salisbury in his speech referred only
to the War and to Ireland. He said that
these two questions were strains upon the
resources of the Empire, and were closely
allied. The war had shown the danger of
home rule by enabling the leaders of the
Irish to make hostile preparations.

THE CHINESE TARIFF.

Viscount Cranborne, in a speech in the
Government has expressed his opposition to
any increase in the Chinese import tariff,
beyond raising the duties to actual five per
cent *ad valorem*, except in connection with
reforms in the treatment of foreign trade.

WEATHER REPORT.

The Observatory report says:—
On the 16th at 11.50 a.m. barometric changes
are slight. Pressure is high over Japan, and
gradients are slight for S.E. and E. winds on
the China coast, and in the N. part of the China
Sea. Forecast:—E. and varying winds, light;
probably some thunder.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

The Macao Mortality Statistics for the week
ended 5th instant show 52 deaths, 17 of which
are from plague.

The Limewashing Return for the fortnight
ended 29th April shows that the houses lime-
washed to date number 2,236.

The American battleship *Newark* is leaving
the Philippines for New York this month. She
will take Aguinaldo, as prisoner of war, to
America.

COMMANDER Cradock, of H.M.S. *Alacrity*,
has been promoted to the rank of captain. He
is to be relieved by Commander Seymour E.
Erskine, now of H.M.S. *Dido*.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

LONG prices were not the order of the day at
sale of horses held by Mr. Hough this after-
noon. Hoodoo fetched \$150 and a bay mare
\$260 while other prices ranged between that
and \$30. The horses were a good looking lot
but bidding was weak.

YOUNG Bachelor: "What do you think of the
author's sentiment that 'only the brave deserve
the fair'?"

Old One: "I think it is only the brave who
dare live with the fair in this day and genera-
tion."

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.

AN extraordinary Government Gazette, issued
on the 6th inst., at Singapore, notifies that
the exportation of arms, ammunition, gunpowder,
dynamite, and other explosives and military
and naval stores from any port or place in that
Colony, to the Netherlands India is prohibited,
for a period of six months, from the above
date.

The Hon. T. H. Whitehead returned to the
Colony to-day, by the s.s. *China*. He is look-
ing exceedingly well after his trip home and we
may now expect the Council Meetings to become
something more than the sleepy proceedings
they have proved during his absence. Mr.
Whitehead informed a *Telegraph* representa-
tive that he had had a capital holiday and
voyage, but that he was much too busy to say
more.

THAT King Edward VII. has a remarkable
memory for faces is well known. A little
episode at a recent ceremony, at which, as Prince
of Wales, he was a guest, seems to indicate
that his Majesty has an equally retentive
memory for dates and events. An American
railway magnate present, who had last met the
Prince when, as a young man, he visited Canada
and the United States, naturally alluded to the
fact when in conversation with his Royal fellow-
guest. The latter remarked that he quite re-
membered the occasion (a shooting party), al-
though it was a long time ago. "Forty-one years,"
Sir, observed the gentleman addressed. "No,"
replied his Majesty with a smile, "forty
years and six months. Mr. ———"

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

It will be seen elsewhere, says the *Union*
(Shanghai), that the British Post Office at
Shanghai is being run at a loss. It is no use
crying over spilt milk; but if the Hongkong
Postmaster General had taken more interest
in the Shanghai branch some time ago, it is
probable there would be no deficiency now.
It stands to reason that with other Post Offices
competing and granting facilities which the
British one did not afford, the business should
go to those which accommodate the public
best. Most people will not pay the British
Post Office five cents on a letter from Shanghai
to Hongkong or coast ports when the Chinese
Post Office only charges two cents for a quarter
ounce letter. We notice that the British Post
Office is now giving change in Hongkong
bronze cents.

The *Singapore Free Press* has of course
pounced on this piece of intelligence. The
Bangkok Times publishes the following tele-
gram, apparently in earnest, though for conse-
quence sake a foot-note is added:—

The German millionaire scientist Mencke
has been caught, while cruising, and his secre-
tary has been killed by natives of New Britain
(in the Bismarck Archipelago). The secretary
was the father.

[The above message is not quite plain as
received.]

The last sentence is undoubtedly a typical
illustration of the art of sub-editing. Much is
conveyed in those few words. Naturally, the se-
cretary being "the father" accounts for the savage
preference from a culinary point of view and
the reader is not left in much doubt as to the
ultimate fate of the millionaire scientist. He
is merely being kept stall-fed—to grow fatter!

AN old German officer complains in a military
paper in Berlin, says the correspondent of the
Daily News, of the change which has taken
place in the German officer, and especially in
his views as to what is fitting in his behaviour.
In this connection the following story is related
by the writer:—At Tientsin last year a Chinese
official was to be executed publicly. A little
square in the town was chosen for the scene,
and among the first to arrive to witness it was
a German lieutenant, who at once set about
putting up a tremendous photographic appar-
atus on a hill. Many officers of the Allied
forces also appeared, among them various high
German officers. None of the latter appeared sur-
prised at the camera, and it was only when the
English captain who was superintending the
execution appeared at the head of a company
of soldiers with the condemned man that the
lieutenant, at his bidding, was obliged to
remove it.

DURING his recent peregrinations conducted
with the object of examining the condition of
the telephone office, an official of the Oturu
Telephone Office, Hokkaido, says the *Japan*
Times, discovered that some dozen or more
of the poles standing in the mountains of Kotan
in Haru-usu-mura had been bored into all
around at a space of six to twelve inches from
the top, rendering them liable to get broken
down almost any moment. He further dis-
covered that the damage had been done by
wood-peckers and the telephone office above
mentioned has since declared war on the flint-
billed feathered tribe all along the route
traversed by its wires. As to why the wood
peckers had taken such a fancy to this particu-
lar class of public property, it is suggested
that the birds must have thought that the
vibrating sound of wires which once hears when
the wind strikes them, was the humming of
insects that inhabited the wooden posts.

SHANGHAI, as we incidentally suggested in our
leading article yesterday, says the *Pall Mall*
Gazette of the 13th ult., is not precisely the
particular well at the bottom of which the ex-
perienced investigator would confidently look
to find truth. Nevertheless, it may be that the
Times correspondent in that city is correct in
saying that the Nanking Viceroy has been con-
gratulated by the British Government upon the
success with which he has opposed the Man-
churian Convention. Judging by the light of
experience, one would expect such a step as
that to be about the last that this or any other
Government would take. But no doubt it is
true of British policy in China, as somebody
says in one of M. Bourget's novels of woman:—
"Tout est possible—même le bien." If Lord
Lansdowne has really written to Liu Kun-Yi in
the sense stated, he is to be congratulated upon
a step which indicates a concern for British
interests and prestige in China which has been
conspicuous by its absence from our policy in
the Far East.

FROM a home paper we learn that Sarah
Bernhardt has added to her museum of animals
which accompanies her wherever she goes, an
alligator, six feet long. The difficulty, of course,
is with the hotel-keepers, who, not unnaturally,
object to have an alligator walking up and
down stairs, even with Mme. Bernhardt leading
it by a ribbon. What the particular attraction
of an alligator may be as a pet we have not the
remotest idea, and have no intention to in-
vestigate the point. But from Mme. Bern-
hardt's point of view the alligator is a fitting
companion to the coffin without which she is
said never to travel, and in which she has even
been said to sleep. Tiger cubs, too, are her
playmates. So far, it has not been announced
that she has developed a passion for cobras,
but Madame is young, despite her years. Her
pet dogs, however, have given her no end of
trouble, because of the hotel regulations con-
cerning them. But she was ever a fighter, and
is not to be daunted by any hotel clerk. She
is wonderful, but one must be thankful that
many of her tastes are not popular.

THE mortality statistics for the week ended
4th May show a death rate of 33.4 per thousand
for the European community and of 29.1 for
the whole Colony, European and Chinese po-
pulations.

H. M.'S. FIRST class battleship *Goliath* was
taken up the Yangtze to Nanking last week
by Pilot Mobbsy. The *Goliath* is the largest
vessel that has ever been up the Yangtze and
was drawing 28 feet 5 inches on an even keel
when she left Weesung.

CHENULO, May 5th.—The Mainichi says:
Eight of the crew of the British flagship *Bar-
fleur* carried away a quantity of china goods
from a Japanese store and a dispute took place
between them and the Japanese. Two British
and four Japanese were injured in a fray which
ensued.

KOWLOON City was again the scene of an
armed robbery, or rather attempted robbery, on
Tuesday night, but the owner of the house
attacked frightened the robbers with a fire-arm
of some description, and they ran off, except
one, who in his haste to escape fell off the roof
and sustained serious injury. He was captured
by the police, and is now in hospital.

A YOUNG medical student was just about to
establish a practice in Bromsgrove, and an
experienced doctor was giving him advice.
"Now, my boy," said the expert "the first
point to remember is this: whenever you are
required to prescribe for a woman, make her
put out her tongue, and pretend to study it
long and earnestly. This will seldom help you
to determine what her trouble is, but a woman
can't talk whilst her tongue is out."

We note that at the Sanitary Board meeting
held this afternoon, one of the Orders of the
Day before these gentlemen was "Suggestion
relative to the deposition of moribund infants
at the door of the Convents." We suppose
what was really meant was "Suggestion rela-
tive to the prevention of deposition" etc. If
the original is correct, however, we hope
the tender-hearted Arthur will not suggest that
any interest on deposits should be made to
customers of the Convent door-steps.

A COASTING skipper, says a Shanghai paper,
wants to know why there is no fog signal on
Pee Yu Shan (Shabo island), Heishans. The
lighthouse on this island, he says, was erected
in 1895, many years after a China Merchant's
steamer had come to grief there. He says also
it is about time a light and fog signal were
supplied to Tungying where the *Sobroon* was
lately lost. This, we believe, is under consid-
eration. A light on Botton Island would not
be out of place, and if the powers that be will
oblige, skippers will be grateful.

MORIBUND INFANTS.

The following extract from a minute of H.E.
the Governor was laid on the table at to-day's
meeting of the Sanitary Board:—

"There might be a compulsory registration
of infants received and a death certificate,
involving a further increase of the medical
staff."

Mr. Brevin minutes:—I believe that some-
time before 1891 this question attracted the
attention of the Sanitary Department and a
Committee reported on it. Can the report be
found and attached to the papers?

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, May 14th.

STILL MOVING FORWARD.

Viceroy To is certainly endeavouring to im-
prove the condition of things in and about
Canton. The change in the police regulations,
to which I have already referred, was a move in
the right direction. Then when the street
elders tried to stop the building of the new
wharf and petitioned the Viceroy to prevent
the building of it, the Viceroy replied that the
wharf was needed in the interests of trade and
that if the merchants themselves put obstacles
in the way of improvements, they must not look
to him for relief when business became dull.
So the wharf will soon be completed. Now I
have it on good authority that the Viceroy has
signed a contract for the removal of the barrier
on the Macao reach. This barrier was built
about the time of the French war. For some
time after the war coast steamers were not
allowed to come to Canton. About ten years
ago the barrier was opened sufficiently to allow
vessels to pass through. Now the barrier is to
be completely removed, or at least to such an
extent that vessels will not be delayed as
heretofore.

A NEW DEPARTURE.

It is not often that Chinese benevolent en-
terprises are undertaken in the interests of
the coolie class. Yet this has been done in Canton
during the last few weeks. Perhaps more coolies
enter Canton by the East gate than by any
other gate. Vegetables, charcoal and many
other things are carried in abundance from the
country east of Canton. The road for miles out
is often like some of the streets in the city. Now
some benevolent Chinese have taken pity on
the poor coolies who carry burdens day after
day along this road in the hot sun. A subscrip-
tion book was sent and over \$10,000 sub-
scribed for the purpose of putting a mat cover-
ing over this road. Already the road has been
covered for seven miles, beginning at the East
gate. The covering will be continued until the
money subscribed is all used. This is cer-
tainly something new and it is decidedly
pleasant to be able to take a walk into the
country for seven miles under an awning.

PLAGUE.

There does not seem to be any marked in-
crease in the number of plague cases during
the last few days. The following case may be
of interest to some of your readers. Some days
ago Dr. Swan, of the Canton Hospital, was
asked to go and see a patient who was waiting
in a boat on the river. The patient proved to
be a man suffering from plague. The man's
story is that he lived in Hongkong. Late one
night he ascertained that he was suffering from
plague. He immediately sent and hired a
steam launch for \$75 and left that same night
for Canton and came straight to the foreign
doctor. This man has had a very close call
but is now on the way to recovery. And here
it may be said that the Chinese do not dread
entering the Canton hospital. In fact, were
plague patients received into the hospital it
would soon be crowded with them. The reason
the Chinese give for dreading the Hong-
kong Hospital is that all who enter are
buried in the coffin and buried with quick time
in the coffin. However, the bodies may be
treated so long as the Chinese have the idea
that post-mortems are held and lime used, they
will dread the hospital.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.
May 16th.

THE "GLENGLYLE" AND "HANGCHOW" COLLISION CASE.

William Courts, chief engineer of the *Glen-
gyle* was the first witness called this morning. He
stated that he was on board at the time of the
collision and was in the engine room as the
vessel came up from Stonecutters to the scene
of the collision. He saw the orders to stop
and go astern telegraphed from the bridge.
They were obeyed promptly. The engines
were reversed in three to four seconds by the
hydraulic and steam reversing gear. The pro-
peller of the *Glenogle* is a right handed one of
22½ feet pitch. The vessel's half speed is about
six or seven knots and at slow she travels from
two to four.

By Mr. Francis.—Full speed is 50 revolu-
tions a minute. There is a percentage of
slip. The revolutions made at half speed
on the day in question were 35. For 11 knots
55 revolutions would be made, 60 for 12
knots, for slow 15 to 25 revolutions. A
hundred and twenty pounds of steam was
carried on leaving Stonecutters. Five or ten
per cent was usually allowed for the slip of
the engines, so that in smooth water the speed

AT THE MAGISTRACY.

REFUSING HIRE.

Mr. F. J. Baddeley, Deputy Superintendent of Police, charged a ricksha coolie with refusing to accept him as a fare. Evidence having been taken, Mr. Kemp fined Defendant \$5 or fourteen days. It is apparently much worse to refuse to carry a Deputy Superintendent of Police than an ordinary member of the public. You may refuse to take the latter, and call him a "fat devil" as well, for less than \$5.

A COSTLY WASH.

Li Cheung, a coolie, had a wash at a street fountain and left the tap running. Chinese Constable Kwan Kit swooped down upon him and halted him before Mr. Hazeland, who thought the water wasted worth a couple of dollars or 8 days. Li chose the latter.

Query—Did Kit turn off the tap himself or leave it running? Kits, and other felons, usually show an aversion to water.

THE SWEEPERS' WATCH.

Fraddal, a sweeper employed by the 3rd Madras Light Infantry, went to the Chinese Theatre at Yau-mat, Hoi Hong also went there and improved the occasion by picking Fraddal's pocket of a watch and chain valued at \$4, but the sweeper was wide awake and collared his man. Mr. Kemp to-day sentenced the thief to two months' hard labour. He had a previous conviction recorded against him.

STOLEN CHAINS.

Chan Hong pleaded guilty to stealing two silver chains, valued at \$5, from the person of Ng Lam. Mr. Kemp sentenced him to six weeks' hard labour.

GORGEOUS APPAREL.

Li Tse, a milkman, hankered after a silk jacket, so he went to Jervois Street and bought one. When opposite the Ko Shing Theatre, Pun Nam snatched it, handed it to another man and both took to their heels. Pun was caught and was to-day sentenced to a month's hard labour by Mr. Hazeland. The other man escaped with the milkman's jacket.

POTS AND PANS.

For having a cooking pan and a tub in his possession, for which he could not account, Un Kai was fined \$5 or fourteen days. He paid up.

HIS UNCLE'S GIFT.

Cheung San, Chinese Constable 189, was searching pawnshops and found Leung A Fuk trying to pawn a silver watch, value \$30. Leung said the watch had been given him by his uncle, and afterwards said it had been bought in Macao for \$3. Later on he said it was his father's watch. As he seemed so confused as to the ownership, Mr. Kemp gave him the option of a \$50 fine or 14 days. He chose the latter.

DRUNK.

Axel Hallgren, a Swedish seaman residing at the Sailor's Home, pleaded guilty to being drunk and disorderly in Queen's Road. As the fine of \$3 was not forthcoming, Axel went to goal for ten days.

TELLING FORTUNES WITH A BRICK.

On the 8th instant, at 11.45 p.m., William Bond, P.C. 24, was on house to house visitation with some soldiers. Ha Tsi Ming, a fortune teller, interfered and wished to bang the whole lot on the head with a brick. In reply to Mr. Kemp, Ha said the constable knew all about it. Fined \$5 or seven days, and bound over in \$25 to keep the peace for three months. Ha is now telling his own fortune in goal.

QUITE A NICE WARDROBE.

The unfruitful possession of a pair of blue silk trousers, one pair of black cotton trousers and a blue cotton jacket, cost Wong Wan fourteen days' hard labour.

A Correspondent complains that our police reports lack a poetic fervour. Our tame poet (quite harmless) has taken the matter in hand and says the following report of to-day's proceedings ought to suit—

REFUSING HIRE.

Baddeley goes
For a drive,
Coolie strikes,
Dollars five.

A COSTLY WASH.

Turns a tap,
Water flows;
Eight days' hard,
In he goes.

THE SWEEPERS' WATCH.

Picks a watch,
Prigger caught;
Six weeks' hard,
From the Court.

STOLEN CHAINS.

Stealing chains,
"Guilty" pleads;
Six weeks' rest,
All he needs.

GORGEOUS APPAREL.

Silken coat,
Coolie prigs;
For a month's hard,
Furnished "digs."

POTS AND PANS.

A little tub,
A little pan;
Dollars five,
Pay he can.

HIS UNCLE'S GIFT.

Uncle's watch,
Tries to pawn;
In the goal,
He will mourn.

DRUNK.

Sailor man,
On the spree;
Next day fined,
Dollars three.

TELLING FORTUNES WITH A BRICK.

Fortune teller
Heaves a brick
At soldier "feller,"
Fine comes quick.

QUITE A NICE WARDROBE.

A lot of clothes,
Unlikely tale;
Fourteen days,
In the goal.

PUBLIC BATHS.

At to-day's meeting of the Sanitary Board the following minute from H. E. the Governor was laid on the table—

I am satisfied that among possible preventions to disease, public baths are of great and pressing importance. I have directed the A.G. D. P. W. to erect matched public baths in various parts of the City, and I think they are equally necessary at Hungshom and Yau-mat. Here the people should have an opportunity of washing themselves with hot water. Request the D. P. W. to give an estimate that a Financial Minute may be prepared. I have no doubt that the Finance Committee will approve, but the matter is pressing. Send to the Sanitary Board for their information.

THE CABINET CRISIS IN JAPAN.

Marquises Yamagata and Saigo and Counts Inouye and Matsugata held a meeting in the Imperial Palace after the banquet given on Sunday last and discussed the Cabinet difficulties. It is reported that they agreed to persuade Marquis Ito to remain in the Cabinet and to withdraw his resignation. Marquis Yamagata has no intention of undertaking the formation of a new Cabinet. Count Matsukata, who is busy preparing for a trip abroad, was at Kanakura when the crisis developed and only repaired to Tokyo to present his congratulations to the young Prince on the 3rd. He returned to his villa this morning. Marquis Saigo is reported to be quite indifferent and Count Inouye cannot take a leading hand in the settlement of affairs. Marquis Saionji, the only other possible premier, is not strong enough to undertake the formation of a Cabinet. In view of all this it is well within the bounds of possibility that Marquis Ito will resume office. One report has it that Marquis Ito will induce Marquis Saionji to form a new Cabinet, made up for the most part of the members of the last Ministry, with the exception of Viscount Watanabe of course. If this plan succeeds, Marquis Saionji will resign after a short time, on account of declining health, and yield the reins to Marquis Ito again. Of course in that case the Cabinet will still be in the hands of the Seiyukai.

THE RUSH ON JAPANESE BANKS.

It is no exaggeration to say that the condition of the money market in Kyoto on the 6th inst. was one of panic. The Aoto and Kioto Shoko Banks were rushed in the morning by depositors, but the other banks were not bothered much in the forenoon. But the trouble extended in the afternoon on its becoming known that the Aoto and Kawahigashi Banks had suspended payment, and rushes were made on all the banks in the city. The Shoko Bank fared worst and the Kawahigashi Ginko, which occupies premises adjoining those of the Aoto Bank, was crowded with creditors. It was almost cleared out of cash by the time the office was closed. The local savings banks suffered more or less, but the branch offices of the Tokio and Osaka banks escaped.

The Kioto Bankers' Union held a meeting on Sunday and discussed measures to relieve to relieve the Aoto Bank which applied for a loan of yen 300,000 to tide over the crisis. After a lengthy discussion it was arranged that the local branch of the Bank of Japan would lend 300,000 yen to the bank on the joint guarantee of the Union.

The Aoto Bank opened its doors with the yen 300,000 borrowed from the Bank of Japan and yen 50,000 which was in their own vaults yesterday morning. As was expected a multitude of depositors applied for withdrawal of their money. Before noon the amounts paid out at the main and branch offices of the bank totalled yen 300,000. The Director decided that it would be impossible to meet any further demands and closed the office shortly after noon. The capital of the concern is yen 500,000, yen 200,000 paid up. The total liabilities are reported to be one million yen or thereabout. Mr. Nishimura Nisaku is the President and Mr. Nakamura Yeiuke Vice-President.

The Directors of the Shoko Bank, who had been aware that the failure of the Kansai Trading Co. was inevitable, were prepared for such a contingency. The office doors were opened at 7 yesterday morning by which time a crowd of creditors had assembled demanding payment of their deposits. The bank has a savings department in Higashi Dori where 600,000 yen had been got ready to meet demands. The total amount paid out yesterday was yen 400,000 at the main office and yen 170,000 or thereabout at the savings department. Mr. Tanaka Gentaro is President of the Bank and Mr. Nishimura Nihei, Vice President. The total liability of the main office is yen 2,000,000, according to the latest returns. Mr. Nishimura Nihei is President of the savings department, which has a capital of one million yen and a total liability of yen 200,000 or approximately. Although, as has been mentioned, the Shoko Bank was ready to meet the rush, the calls of depositors yesterday are believed to have been so heavy that the bank is near the end of its resources. The Kioto Bankers' Union will not afford the bank any assistance, as previously reported, and the Directors will have to apply to the Bank of Japan. Some of the Directors of the bank are reported to be very well off and the Bank of Japan will not refuse assistance if guaranteed by these men.

The total amount of advances made by the Kioto Branch of the Bank of Japan was yen 3,501,895 at the end of the last week. This was run up by yen 401,650 yesterday.

The Russo-Chinese Bank is reported to have sent Mr. Ohta to Kioto yesterday to demand payment of a note of the Aoto Bank issued by the Kansai Trading Co. and endorsed by the former.

The factory of the Kansai Trading Co. at Ume, Osaka, suspended work on the 4th inst. and Mr. Kato, Manager of the factory, went to Kioto on the 5th to confer with the Directors of the company as to the resumption of operations with the view of completing partially manufactured goods and other work. The annual output of the factory is 9,770 gross of assorted brushes, valued at yen 350,000, and 10,000 valued at yen 2,000. The total number of employees is about 1,000 including the clerks. The business was making good progress and the collapse of the concern is generally regretted. The capital of the factory is yen 185,000 and it is reported that a buyer at yen 150,000 may not be hard to find.

Mr. Hamakawa, President of the Kansai Trading Co., and President of the Kioto Railway Co. resigned the latter office yesterday.

Most of the merchants who have been dealing with the Kansai Co. are in difficulties and a number of them are said to be on the verge of bankruptcy.

Mr. Kamagawa Taisataro, Manager of the Daiichi Ginko, accompanied by Mr. Sakurai, proceeded to Kioto yesterday and filed a petition for bankruptcy against Mr. Hamakawa, President of the Kansai Co., and two other Directors in the Kioto Chihō Saibansho. The amount the company is sued for is yen 5,000—*Koto Herald*.

THE NAMING OF THE YOUNG PRINCE OF JAPAN.

The naming ceremony of the son of the Crown Prince and Princess took place on the 5th inst. Prince Tokudaiji, Chief of the Lords in Attendance, arrived at the Palace of the Crown Prince at 10 o'clock and was met by H.I.H. the Crown Prince. Prince Tokudaiji, on behalf of the Emperor, delivered a scroll, with the name of the young Prince written by His Majesty, and a sword. These were presented to the young Prince Nakayama, Chief Tutor to the Crown Prince. The young Prince was named Hirohito, Prince Michi.

A banquet was given at the Imperial Palace in honour of the occasion. Ministers of State (with the exception of Marquis Ito who was at Oiso), and a large number of the Peers were present. A salute of 101 guns was fired in front of the Imperial Palace at 10.30 and the five warships in Shinagawa gave a salute of twenty-one guns at the same time. There was a continuous display of fire works through the day and private banquets were given at various places to celebrate the event.

Country despatches report that the day was observed as a holiday and the happy event was celebrated in various ways.

A Tokio despatch to the *Mainichi* states that the Emperor of Germany, the Emperor of Korea and the King of Belgium sent messages to the Japanese Imperial Household on Saturday in connection with the birth of the young Prince.

A Tokio despatch to the *Mainichi* states that Viceroy Liu has telegraphed his warm congratulations on the birth of the young Prince, to the Japanese Imperial Household through Mr. Odagiri, Japanese Consul at Shanghai.

THE "SIAM FREE PRESS" LIBEL CASE.

The *F. P.* relieves its feelings thus—
"Go ye forth, Oh, immaculate Bangkok 'Bobbies'—extra-civilized as ye are—maintain ye fair fame and proud name untarnished as ye have hitherto maintained them. Let ye light shine before men that they, seeing ye rightness, may wonder the more and be edified thereat. Carry on the meritorious work in which ye are engaged, with the zeal, energy and valour, which becometh the 'Knights' of old."

What are poor ignorant natives, who work like horses, compared with ye—Oh, renowned corps of "angels"—guardians of peace, order and concord! Gather up those inferior (?) human beings—the noxious vermin which thrive on filth and the produce of "fish water"—Crush them beneath ye well-shod heels and banished "calves." Chain them like wild beasts and hurry them on to the shambles—put them to the iron cage, it does not matter if they fast or growl for food or water, during a day or two. It does not matter if ye break into and loot their houses. They deserve it. Feed on their sugar-canes and fowls. Rob and plunder their homes. "The 'labourer' is worthy of his hire." "They who use the baton must live by the baton." Dare anyone to call you "Robbers and Rowdies" henceforth."

It feels better now.

ROBBERY AT BANGKOK.

On the 1st inst at Bangkok, says the *Times*, a daring robbery of a large sum of money belonging to the Royal Railway Department, was successfully perpetrated by day in the open street. Mr. Muller, the accountant of the Locomotive and Workshops service, had been sent by Mr. Galland to the Hongkong and Shanghai Bank to draw the pay of the employees in that section. He received some 6,000 odd ticals—200 odd ticals in silver, and the balance in five and ten tical bank-notes. Mr. Muller carried the big bundle of notes in his own hands, and a coolie by his side carried the silver in a bag. They were just entering the railway compound, from Hua Lampong-road, when a nakling suddenly rushed past and snatched the bundle of notes from Mr. Muller's hand. The coolie promptly dropped his bag of money at Mr. Muller's feet, and bolted after the thief, who thereupon turned on him with a knife. Then, when the coolie would still have persisted in following, two other naklings, confederates of the first, appeared and headed him off till the thief had disappeared. The whole affair was over in a very few minutes. The robbery had evidently been carefully planned; the little gang knew that these men were expected with the money and waited for them.

GENERAL FUNSTON AND AGUINALDO.

We take the following items in the career of General Funston and Aguinaldo from the *New York Herald and Sun*, respectively—

In 1887, he (Funston) became city editor of the *Fort Smith Tribune*, which was a Democratic paper. Funston, being left in charge at one time, turned it into a Republican sheet, which enraged the people, who threatened to tar and feather him.

His next exploit was as conductor on the Santa Fé Railroad, where he had an exciting time with a cowboy, who at the time, being one of his passengers, began shooting holes in the ceiling of the car. Funston kicked the revolver from his hands, threw him from the car, and chased him for quite a distance.

In government scientific expedition, he next went to Dakota, to the Lith Valley in Nevada; and thence to Southern California. After that he went to Alaska for the Government, collecting botanical specimens, and he won some renown as an Alaskan traveller.

Next he appeared as a coffee planter in Central America, and soon after he accepted a position in the Cuban army, where he served under Garcia. When war with Spain was declared, Funston offered his services to President McKinley, and was commissioned colonel of the Twentieth Kansas. He fought through the war and, returning to Kansas, was married. Six hours after, he was ordered to Manila. His greatest move thus far has been his latest—the capture of the will-o'-the-wisp Aguinaldo.

Aguinaldo, according to the *New York Sun*, is twenty-nine years old. He was born in the village of Imus in the province of Cavite, and is said to have Chinese blood in him. He was educated in the college of St. Louis, and was afterward sent to the University of St. Tomas at Manila. In the latter institution, it was said that he had the most obtuse mind among the students. Throughout his college career, his family was in poor circumstances, and it was a struggle to keep the boy at his studies.

Until 1893, Aguinaldo filled the soil; then the Philippine League was established, and he became one of its members. In 1896, he was made mayor of Cavite, and became prominent in a rebellion that broke out in that year. The year 1897 found him fighting against Spain; but on December 27, 1897, he suddenly surrendered, on consideration of a payment by Spain of \$200,000 and a promise of more. On June 12, 1898, after Dewey's victory, Aguinaldo proclaimed himself dictator of the Philippines, and has ever since practised jungle warfare.

COMMON-SENSE ON THE YANGTZE.

Want of audacity is not precisely the defect which the world attributes to special correspondents, but we could sometimes find it in our hearts to wish they were a trifle more audacious. They telegraph home what are virtually leading articles intended to induce the British people to take a particular line, which nevertheless they shrink from recommending, or even defining clearly. All that they say leads up to the necessity of war, yet they are as averse to threaten war as so many bishops. The *Times* has, for instance, a most able correspondent at Shanghai, a man whose opinion is worth hearing on almost any subject of foreign policy. Accordingly they permit him to send home telegrams a column long full of his own opinions as well as of facts, and of them, dated on the 7th of March, and published on the 11th of March, has created quite a sensation. In the states, we have no doubt quite accurately, that Great Britain has lost much of her prestige in the Yangtze Valley, which we may roughly describe as the Bengal of China, a vast region of fertile plains and valleys, cloven by rivers whose centre and chief is the Yangtze, at river like the Plate or the Mississippi than anything we see in Europe. Great Britain was formerly the only European State visible on this river, as she was practically the one irresistible army of occupation. Germany, France, and Japan having each hurried soldiers thither, to prevent, we believe, a quite imaginary coup on the part of England. Up the river for six hundred miles, French, Russian and German ships are everywhere in evidence—as well, we may remark, as British ships—namely at Hankow, the key of the river, the future industrial metropolis of China, France, Russia, Germany, and Japan have built altogether two miles of wharves so splendidly equipped that the money must have come from national Treasuries. A railway, moreover, is shortly to traverse China from Peking to Canton, and its centre will be at Hankow, and the northern section of this railway will be in German hands under Franco-Russian protection. Could anything be more melancholy than this steady decay of British prestige and influence must, the correspondent thinks, have a most depressing effect on British trade, and therefore—There he stops, and we are left to guess at the policy which he would have us adopt. Are we to drive all these steamers off the Yangtze and seize the German, French and Russian wharves, or to expel the international troops from Shanghai, or to compel China to grant us an individual protectorate over Yangtze Valley? This is, in fact, to annex in the teeth of all Europe a province inhabited by a hundred and twenty millions of people whose one dominant passion is distrust and dislike of the foreigner? The correspondent would probably repudiate such wild ideas, which we have not the power to carry out, which even if carried out would crush our already overburdened armies, and leave us either with a conscription for foreign service, or helplessly dependent upon the loyalty of the fighting races of India, and which, finally, we put this last because every Anglo-Chinese does have a deep-seated sense of justice whatever. What earthly right have we, who plead Free-trade and equality of commercial rights and the "open door" as the bases of our policy in China, to object to anybody's steamers on the Yangtze? We go to Odessa, Hamburg, and Marseilles, and why on earth should not Russian, or German, or French steamers go to Hankow and unload there by help of their own hulks, with their own cranes, on their own wharves? We also have steamers, we also have wharves, and the Chinese are much magnified in it by buying goods they care for the interests of one foreign devil more than another, or study anything except comparative quality and cheapness. Even the correspondent who works himself into such excitement over the decaying influence of Great Britain acknowledges that "the individual enterprise of the British, coupled with the advantages of free possession, will, no doubt, for a time hold even against State-aided competition," and he records with pleasure the fact that the Chinese give us before all nations their "confidence and goodwill." What then is the ultimate use of all this dog-in-the-manger argument except to increase our amazing nervousness which has come over British traders, or at all events, over the journalists who appeal to them; and whose one idea of "policy" seems to be that of the jealous suburban housewife who cries, "Assert yourself, John; launch out, John; or old Greenstead will say he is a richer man than you are?"

The plain truth of the matter is that the whole world is sighing for a share in the trade which they believe, perhaps erroneously, will grow up in China. We say "perhaps erroneously" because the Chinaman, once at peace, can grow, or extract by mining, or manufacture every single thing he wants just as well as we can, and may even be a formidable competitor in our own markets. The British elector must therefore make up his mind clearly as to what he wants. If it is, as we believe, free trade, with a vast, though possibly short-lived, market, he can have it. The British Government, assisted by the United States, can secure if they please absolutely free entry—subject, of course, to the usual duties for revenue—throughout China; or still more easily, the same rights throughout Central and Southern China, leaving the North avowedly to Germany and Russia. The aggressive section of the world is not going to risk a great naval war in order to secure nominal monopolies in which half their statesmen at heart disbelieve. If our people really want trade with China to be mean as to willing to run a certain amount of risk, China within twelve months will be thrown open to unlimited competition. If, on the other hand, they really desire the annexation of a great slice of China, or a lonely protectorate in the Yangtze Valley, then they must either consent to a policy of partition with its unknown dangers, or they must accept conscription—real conscription, we mean—with all its consequences to our freedom and our manners. It would be madness to bid defiance together without such an army as would enable us to face them in China with at least equal forces.

We have no doubt of the answer, for in this country the sensible still bear rule; but if the answer is given that we want only commerce, then we must make our effort to the enfranchisement of trade, suppress territorial jealousies, which from that point of view are absurd, and allow the Continental Powers, subject always to the great law of the "open door," to settle their quarrels with China as they list. If Germany insists for Shantung, but will admit the English to trade there as in Hamburg, Shantung must be to us as Hamburg is—viz., outside our political purview. If Russia wants Manchuria, but will leave open Manchuria to trade, her ambition is not our business. At present we are pursuing the very worst policy conceivable—that is, we are not arresting Russia, and we are driving her rulers half crazy with irritation. Not only do our newspapers keep uttering veiled threats of war, but our diplomats keep trying to win imperial victories on paper, not in reality.

Want of audacity is not precisely the defect which the world attributes to special correspondents, but we could sometimes find it in our hearts to wish they were a trifle more audacious. They telegraph home what are virtually leading articles intended to induce the British people to take a particular line, which nevertheless they shrink from recommending, or even defining clearly. All that they say leads up to the necessity of war, yet they are as averse to threaten war as so many bishops. The *Times* has, for instance, a most able correspondent at Shanghai, a man whose opinion is worth hearing on almost any subject of foreign policy. Accordingly they permit him to send home telegrams a column long full of his own opinions as well as of facts, and of them, dated on the 7th of March, and published on the 11th of March, has created quite a sensation. In the states, we have no doubt quite accurately, that Great Britain has lost much of her prestige in the Yangtze Valley, which we may roughly describe as the Bengal of China, a vast region of fertile plains and valleys, cloven by rivers whose centre and chief is the Yangtze, at river like the Plate or the Mississippi than anything we see in Europe. Great Britain was formerly the only European State visible on this river, as she was practically the one irresistible army of occupation. Germany, France, and Japan having each hurried soldiers thither, to prevent, we believe, a quite imaginary coup on the part of England. Up the river for six hundred miles, French, Russian and German ships are everywhere in evidence—as well, we may remark, as British ships—namely at Hankow, the key of the river, the future industrial metropolis of China, France, Russia, Germany, and Japan have built altogether two miles of wharves so splendidly equipped that the money must have come from national Treasuries. A railway, moreover, is shortly to traverse China from Peking to Canton, and its centre will be at Hankow, and the northern section of this railway will be in German hands under Franco-Russian protection. Could anything be more melancholy than this steady decay of British prestige and influence must, the correspondent thinks, have a most depressing effect on British trade, and therefore—There he stops, and we are left to guess at the policy which he would have us adopt. Are we to drive all these steamers off the Yangtze and seize the German, French and Russian wharves, or to expel the international troops from Shanghai, or to compel China to grant us an individual protectorate over Yangtze Valley? This is, in fact, to annex in the teeth of all Europe a province inhabited by a hundred and twenty millions of people whose one dominant passion is distrust and dislike of the foreigner? The correspondent would probably repudiate such wild ideas, which we have not the power to carry out, which even if carried out would crush our already overburdened armies, and leave us either with a conscription for foreign service, or helplessly dependent upon the loyalty of the fighting races of India, and which, finally, we put this last because every Anglo-Chinese does have a deep-seated sense of justice whatever. What earthly right have we, who plead Free-trade and equality of commercial rights and the "open door" as the bases of our policy in China, to object to anybody's steamers on the Yangtze? We go to Odessa, Hamburg, and Marseilles, and why on earth should not Russian, or German, or French steamers go to Hankow and unload there by help of their own hulks, with their own cranes, on their own wharves? We also have steamers, we also have wharves, and the Chinese are much magnified in it by buying goods they care for the interests of one foreign devil more than another, or study anything except comparative quality and cheapness. Even the correspondent who works himself into such excitement over the decaying influence of Great Britain acknowledges that "the individual enterprise of the British, coupled with the advantages of free possession, will, no doubt, for a time hold even against State-aided competition," and he records with pleasure the fact that the Chinese give us before all nations their "confidence and goodwill." What then is the ultimate use of all this dog-in-the-manger argument except to increase our amazing nervousness which has come over British traders, or at all events, over the journalists who appeal to them; and whose one idea of "policy" seems to be that of the jealous suburban housewife who cries, "Assert yourself, John; launch out, John; or old Greenstead will say he is a richer man than you are?"

statements. Russia will have Manchuria, we all know that; and as we know it, what is the use of publicly taunting Court Lamsdorff with indifference to truth? We do not know that he is consciously deceiving us, any more than we were consciously deceiving Europe when we said that we would evacuate Egypt; but in any case we want equality of trade in Manchuria and on the Amur, and we are no nearer such equality because Count Lamsdorff is shown to be a trickster. His being a trickster will not stop shiftings from being sold in Manchuria when once it is the policy of Russia that they should be sold, and we can compel Russia to consider such sale to be to her interest. What we cannot do is to drive Russia by force out of Manchuria, and that is what we are asked to do by all the correspondents, nominally "in the interests of trade," but really out of a vague jealousy lest there should be places in the world where Great Britain is not first. We might be able, for we know it, to conquer the world, if we gave ourselves up to it for a century and America did not object, but to conquer the world and grow rich by commerce at one and the same time is beyond human power.—*Spectator*.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1899.
Barometer 29.867
Thermometer 76.2
Humidity 78
Rainfall 15.0

TO-DAY.

WEATHER REPORT.
On 16th May, 1901.
Barometer 29.82
Temperature 78
Humidity 79
Rainfall 0.02

TO-DAY.

Thursday, 16th May, 1901.
Chinese—28th of 3rd moon of 27th year of Kwang-su.
Sun—Rises 5hr. 21min.
Sets 6hr. 37min.
High water—Morning 6hr. 56min.
Afternoon 5hr. 40min.
Low water—Morning 6hr. 0min.
Afternoon 5hr. 43min.

ANNIVERSARIES.
1845—H.M.S. *Rattler* made a successful raid against pirates at Taichow.
1875—A new Volunteer Corps formed in Hongkong.
1881—The amended Treaty between Russia and China ratified at Peking.
1886—Suakin evacuated.
1896—Accidental explosion of a shell at Wand-chai; two persons injured.
1898—Prince Henry has an audience with Chinese Emperor.
1899—Kowloon walled City taken by the Volunteers.
1899—The town of Wuchow placarded with anti-foreign placards.
1900—Mafeking relieved.

TO-MORROW.

Friday, 17th May, 1901.
Chinese—29th of 3rd moon of 27th year of Kwang-su.
Sun—Rises 5hr. 21min.
Sets 6hr. 37min.
Moon—in Perigee 2hr. 21min.
High water—Morning 7hr. 35min.
Afternoon 6hr. 41min.
Low water—Morning 1hr. 23min.
Afternoon 2hr. 31min.

ANNIVERSARIES.
1838—Prince Talleyrand died.
1858—A reward of \$500 offered by Sir John Bowring for the arrest of the pirate Chu-A-Kwai.
1860—Loss of the French warship *Taree* off Amoy.
1870—Arrival of General Grant in Shanghai.
1886—King of Spain born.
1893—The four-masted ship *Somali* towed into Hongkong dismasted.
1897—Battle of Domoko.
1899—Sam Chun taken by the British troops.

AGENDA.

TO-DAY.
8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge at the Freemason's Hall, Zetland Street.
Cargo ex *Bengal* subject to rent.

TO-MORROW.
Daylight—N. Y. K. steamer *Asa Maru* leaves for Marseilles, London, etc.
Noon—Indo-China Co.'s steamer *Loongang* leaves for Manila.
A. L. S. N. Co.'s steamer *Melpomene* leaves for Shanghai.
Cargo ex *Suisang* subject to rent.

SATURDAY 18th.
Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco via Shanghai, etc.
2.30 p.m.—Public Auction at Messrs. Hughes and Hough's Sales Rooms.

MONDAY, 20th.
3 p.m.—Public Auction of Crown Land.

TUESDAY, 21st.
Noon—N. Y. K. steamer *Mitaka Maru* leaves for Japanese ports.
3 p.m.—I. C. S. N. steamer *Suisang* leaves for Indian Ports.

WEDNESDAY, 22nd.
Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co. at the Dispensary.
Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Sobron* and the portion of her cargo remaining on board.

5 p.m.—A. L. Co.'s steamer *India* leaves for Japanese Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
May 15th.
F. Urquhart, chief engineer *Thales*, goes on home leave.
J. Millar, 2nd engineer, *Formosa*, has been promoted chief engineer, *Thales*.
Ed. Potts, 2nd engineer, *Kinkiang*, has resigned his position.
K. K. Cheung, 2nd engineer, *Thales*, has been promoted chief engineer, *Thales*.

Ed. Potts, 2nd engineer, *Kinkiang*, has resigned his position.
K. K. Cheung, 2nd engineer, *Thales*, has been promoted chief engineer, *Thales*.

E. J. Stoddart, chief engineer, *Diamond*, goes on home leave 15th inst.
W. J. Harrison and engineer, *R. C. Lakin*, goes on home leave 15th inst.
Captain R. D. Thomas has gone in command of the *Nanning*, on the Canton-Wuchow run, May 15th.

Mr. A. McColl, 3rd engineer, *Tamsui*, has been transferred to the *Huchang*.
Mr. E

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	To-morrow, 17th May, at Daylight.
MIKE MARU	MOJI, KOBE AND YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU	KOBE AND YOKOHAMA	FRIDAY, 24th May, at Noon.
ROSETTA MARU	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 24th May, at Noon.
N. Tate	BOMBAY, SINGAPORE AND COLOMBO	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	FRIDAY, 24th May, at 4 P.M.
KASUGA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 31st May, at Daylight.
INABA MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information, as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 18th May at Daylight.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 11th June at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Thursday, 4th July at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 18th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE KNIGHT COMPANION.

will be despatched for PORTLAND (OR.) TO-MORROW, the 17th instant.

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; Via

The Overland, Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a point of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

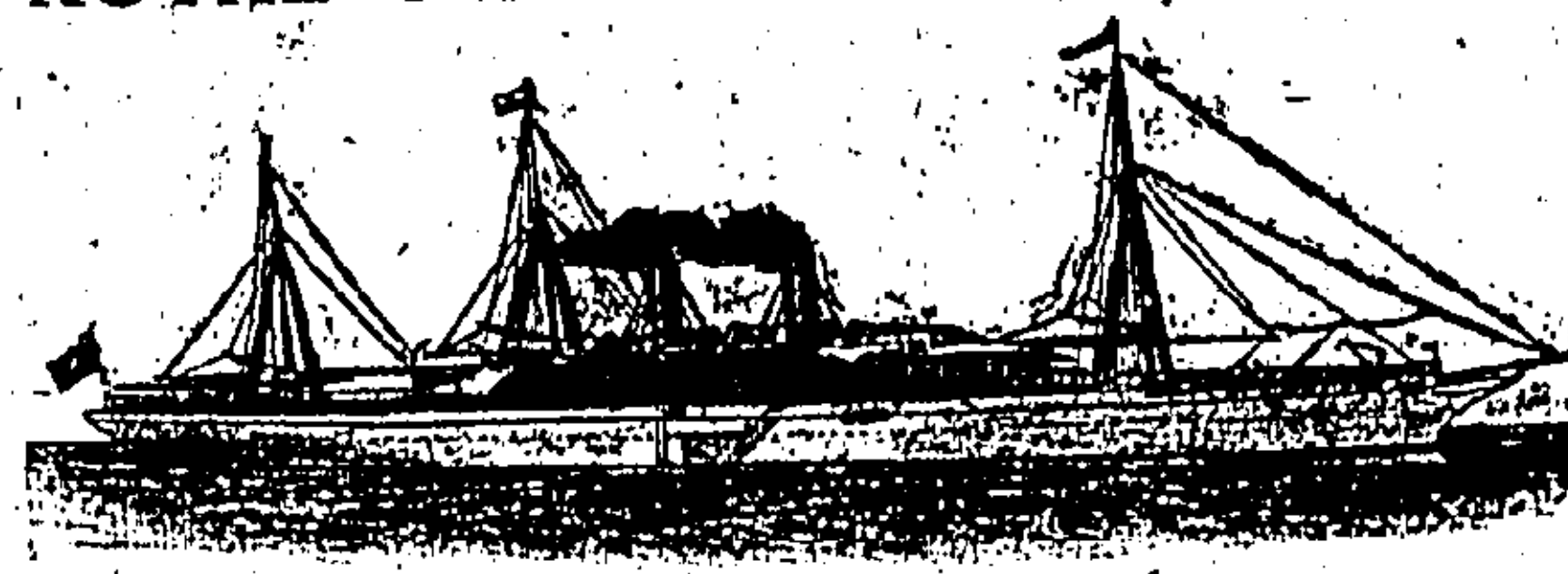
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are booked through to all principal points and AROUND THE WORLD.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE and HAMBURG.	24th May. } Freight.
Wagner	(Calling at SINGAPORE.)	
SEGOVIA	HAYRE and HAMBURG.	31st May. } Freight.
Foerck	(Calling at SINGAPORE and PENANG.)	
WITTENBERG	HAYRE and HAMBURG.	10th June. } Freight.
Hempel	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and SHANGHAI	"WOOSUNG"	19th instant.
MANILA	"SUNGKIANG"	21st instant.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ACHILLES"	18th May.
"	"PROMETHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALOCHUS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS"	9th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 15th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI. THE Company's Steamship

"MELPOMENE," Captain Matcovich, will leave for the above place, TO-MORROW, the 17th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th May, 1901. [514c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901. [526c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"SUISANG," Captain Tadd, will be despatched for the above Ports, on TUESDAY, the 21st instant, at 5 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th May, 1901. [521c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901. [521c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"INDIA," Captain Ghezzi, will leave for the above places, on WEDNESDAY, the 22nd instant, at 5 P.M.

For Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 15th May, 1901. [528c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. [3379] about 1 June 10

THE Steamship

"BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [184c]

Wanchoo 15th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 17th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th May, 1901. [509c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" 24th May.

"HILLGLEN" 14th June.

"LOWTHER CASTLE" 30th June.

"HEATHBURN" 17th July.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 6th May, 1901. [445c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"AKASHI MARU," Captain K. Sudziki, will be despatched as above on WEDNESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1901. [481c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901. [520c]

To be Let.

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.

Apply to "S.B." C/o This Office.

Hongkong, 13th March, 1901. [322c]

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901. [175c]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [209c]

TO LET.

GODOWN in DUDELL STREET from 1st June. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [476c]

TO LET.

POSSESSION APRIL 1ST. 1, STEWART TERRACE. Apply to

NEW YORK SKY-SCRAPERS.

The transformation, in a few years, of the flat, low-lying city that New York used to be, into the castellated town it now appears is considered a remarkable evolution. *The Scientific American* calls the view "one of the most marvelous spectacles in the world." Chicago began the building of "skyscrapers," but New York has far outstripped the Western metropolis, and now leads the cities of the world in the number and height of its tall buildings, although some of them are more notable for height than for beauty. Says *The Scientific American*:

"Architecture of the composite steel-and-masonry type has helped to solve the most difficult problem with which New York City is confronted. The shape of the island is such that a business centre such as that represented in our engravings has no possibility of enlarging its borders, being shut in by the broad waters of the Hudson and East rivers. If room was to be found for the rapidly multiplying financial interests which gravitate to the district lying between City Hall Park and the Battery, it could only be secured in a vertical direction by building story upon story and utilizing that free space to whose occupation there was no limit except such as might be imposed by conditions of a structural and operative kind. The limit to the height of these buildings has been determined indeed far more by the conditions of their operation than by any difficulties of a structural kind; since it would be perfectly practical to construct office buildings 500 or 600 feet in height, if there were any advantage in so doing. It was found, however, that the space occupied by elevators became so great, when a building exceeded a certain number of stories in height, as to reduce very seriously the available office floor space, and by common consent it seems now to be agreed that the limit of economic height lies somewhere between sixteen and twenty stories."

THE GERMAN EMPEROR.

We wonder if the deep reverence for the Royal authority which used to mark the Prussian has, as the King seems to imagine, really declined. It was believed throughout Europe until he spoke that it had not, that all Germans recognised in their Emperor a man of genius, admired his intense vitality, and were hopeful that his projects would in the end make them citizens of a richer land. Foreigners thought that, in Germany there was one popular man, and he occupied the throne. It is the Emperor himself who doubts it, however, and there are some signs to be quoted in favour of his opinion. There can be no doubt that the suffering of the landholder class, which has been almost universal in many districts, the same suffering in the same class in some English counties, has made the ancient supports of the throne impatient and irritable, especially in considering a "world-policy," which, as they clearly see, if it benefits anybody, will benefit commercial men and not themselves. The peasantry, though their interests are not quite identical, share the landholders' prejudices, as is evident from the number of Agrarians returned by them to the Reichstag. On the other hand, the mercantile and manufacturing classes, with the workers who depend on them, and who ought to be the counterpoise of the Agrarians, are cruelly disappointed. They were all to be enriched by "industry and speculation," and "world-wide commerce protected by a splendid fleet," and prices are going down, down, till great banks have been endangered, all shareholders in industrial undertakings feel poorer, and wages are kept down forcibly to their existing point, which is far from a high one. Private expenditure diminishes in Germany, work diminishes, profits diminish, and all the while the Government demands more ships, taxation goes up always, and Count von Bülow pledges himself that there shall be higher duties on food. There is a general sense of *maladie*, which embodied itself in Prince Bismarck's (Count Herbert von Bismarck's) cry for the "return of our millions as well as our legions," and which, no doubt, strengthens the hands of German Socialists, as well as those Liberals whose complaint is not of this or that project, but of the inferior position of the people in the national life, of prosecution for *lese-majesty*, and of the partial extinction of freedom in teaching, whether from the professor's desk or through the Press.—*The Spectator*.

RUSSIA AND SCANDINAVIA.

Writing in the London *Anglo-Russian*, a paper which claims to be "the voice of Russian public opinion," condemns to silence in that country itself M. Lundeberg, who says:—"It is known that Peter the Great exerted himself to gain access to the Baltic in order that Russia might become a European state and cease to be an Oriental one. The Baltic, however, was at the commencement of his reign a Swedish inland sea, and so, to get his desired 'window toward the west,' Peter must needs somewhere make a break in the Swedish possessions. He succeeded, owing to the foolishness of Charles XII, in laying the foundations of his new capital at the outlet of the Neva, and erected for its protection the fortress of Cronstadt. By and by, during his reign, the Swedish provinces of Livonia, Esthonia, and Ingria, and with a portion of Finland, were brought under his sway, and thus a large part of the Baltic shores became Russian. But here Russia has been compelled to stop short, and all her efforts to acquire in the south the fervently desired 'window' toward the Mediterranean—Constantinople—have been in vain. To be sure, Russia has an outlet from Archangel through the White Sea, and from Port Catherine in the farthest north, to the Polar Sea and the Atlantic; but these ports are either not navigable during the long winter months, or, as in the case of the latter one, almost totally cut off from communication overland. The immense empire has thus, for all practical purposes, only one marine outlet to the west—through the Baltic—and this too would probably be closed to her in case of war. In fact, the position of Russia is becoming critical in this quarter, so long as her policy aims at conquests. The nearest peril for her in Europe is evidently the enormous increase of the German navy, which last year numbered 95 war-ships, including 10 large ironclads, in addition to 140 torpedo-boats. The German fleet, already formidable, is growing more powerful every year, since the Reichstag, in June last, voted the necessary money for doubling the war squadron in seven years. The estimates for this increase amounted last year to 168,000,000 marks; in 1907, they will be 266,000,000.

"The German navy has, for some years already, been numerically stronger than the Russian in the Baltic; besides, it is in a far superior condition. That it would be able in case of war to prevent the Russian fleet from leaving the Baltic is a fear which for some time back has haunted Russian politicians. And more recently than ever do they feel the want of an ice-free naval port outside the Baltic waters. But where is such a port to be found?

"There can be no doubt that for a long time past the splendid *Ojlen Flord* (lat. 63° N., long. 16° E.) in Norway has been the desired place."

"An old Swedish politician, late member of the First Chamber, told me, in support of this, that, during a conversation with a Russian minister in Stockholm he was told by the latter that the Russian general staff actually had prepared a plan of invasion of northern Norway from Sweden. When Archangel is taken, he said, he frankly admitted, and some other strategic preparations carried out, the time would, perhaps, have come for action, and Sweden be confronted by the outlook of having its northern frontier removed down to the river Lulea."

"The unprovoked coercion of Finland proves unquestionably that the Russian Government hopes, by goading the Finns into acts of disloyalty, to gain a pretext for flooding the country with troops. And what will happen when some border dispute with Sweden and Norway, or some other cause for interference, has been arranged—and Russia is an old hand at this sort of game—is easily conceived."

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Arias, D.
Arthur, J.
Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Abraham, Mrs.
Ajwini, Miss
Brokenshire, F.
Beal, Gunner J.
Brown, J.
Boyd, R. P.
Beys, M.
Moore, Bishop, J.
Hudson, Chas.
Beal, G.
Bryan, M. R.
Bergerowski, C.
Benedict, J. G. G.
Bird, W. B. M.
Bohm, O.
Buhning, N.
Bastichersky, M. de
Barton, Miss A. C.
Barton, A. L. L.
Buisson, W. T.
Benham
Harrington, Miss
Cohen, A. S.
Cohen, A. S.
Chambers, Capt. R.
C. H.
Callen, F. W.
Candler, W.
Chadling, Brothers & Co.
Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Cartridge, J.
Covette, E. H.
Calleson, Capt. V.
Comie, Mrs.
Carbooke, Capt. Van
Cahill, G.
Cook, J. F.
Graig, J.
Capel, H.
Chanes, L. L.
Comrie, P. P.
Dells, Capt. F.
Davis, J.
Dugval, Mrs. A. J. T.
Drake, Mrs. F. J.
Davis, S.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Daukewich, P.
Dodge, V. A.
Dunbar, T. E.
Dipple, Mrs.
Dewey, W. R.
Deas, W. P.
Davis, A.
Eckert, W.
Etienne, C.
Etzel, L. L.
Elkins, S. B.
Edwards, H. W. S.
Frederick, Lady
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Easgen, P. M.
Freeman, Miss V. W.
Goel, F.
Grant, W.
Garis, H. L.
Greenwood, Miss E. B.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Gratgeson, J.
Grant, J. K.
Gutierrez, R.
Grunstein, B.
Gomes, J.
Greenwood, T.
Green, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Grant, A.
Harkens, J.
Herbiville, L. D.
Honey, B.
Hardy, R. J.
Hache, H.
Hong, P. Y.
H. Amatour Photo Club.
Hinderkoper, J.
Hootley, P. F. G.
Havermeier, F. C.
Huby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Hosshi, S.
Harrison, R.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Hendersen, W. L.
Heaney, Mrs. H.
Hawley, W. L.
Hakata, C.
Hykes, C. W.
Ingold, F.
Jones, c/o Council.
Johnson, J.
Johnson, C. E.
Jeffries, Rev. M.
Jones, S. S.
Jones, C. M.
Jannot
Kirkpatrick, M. C.
Kinn, C. H.
Keller, G.
Kotewell, R. H.
Karmantz, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneuzel and Streiff.
Kierulff, P.
Kukman, G. W.
Knapp, J. J.
Kobak, C. J.
Leslie, M. K.
Liberge, C.

Leon, C. de
Losada, Dr.
Lawring, C. C.
Lordon, H. J.
Lester, H.

List of Registered Covers in Postal Assistance.

Ahmed Deen, I.P.C. 538 (2)
Abda Khan, I.P.C. 798
Atare Khan, No. 774
Budha Khan
Blauk, Miss A. Airan-
dale, Southport (1)
Returned.
Bata Singh
Bova and Co., Supt.
Brewery.
Burkeli, Ali Khan,
I.P.C. 856
Bergmann, B. & R.
Brimble, Capt. A.
Brough, R.
Boto Singh
Brough, Mrs. R.
Clarkson, G.
Chunda Singh, I.P.C. 535
Clarke, J.
Chao, H. Y.
Crane, E. H.
Darnell, Miss F.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Fox, F.
Famalee (Bombay)
Felicie, Blaz
Fossilane, A.
Ferreira, F. X. P.
Frampson, Mrs. J.
Farris, G. (Singapore).
Gabor Khan
Gewan Singh, I.P.C. 807
Garcia, R.
Gulab Khan, I.P.C. 509
Gunda Singh
Gleick, M.
Hand, J. (Manila), To
Constancia Hand,
Vic. Eng. School,
Hongkong.
Harwood, Thomas
Hasham Ali, I.P.C. 667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. C., Port-
land (Maine), Re-
turned.
Hakan Singh, I.P.C. 602
Hall, J. L.
Harrison, R.
Hall, Capt. F.
Huashi, S.
Haynes, J.
Jawalia Singh, I.P.C. 614
Johnson, C. E.

List of Registered Covers for Merchant Ships.

S.S. *Atlas* M. Richardson.
" *Belgian King* Abernethy.
" *China* Mr. Conner.
" *Education* M. J. Garbutt.
" *Emmu Luyken* Capt. Wallis.
" *Hailan* A. Anderson.
" *Idomeneus* T. Connolly.
" *Manuel Laguna* E. Nielson.
" *Monmouthshire* Capt. J. Kennedy.
" *Palatia* H. Broch.
" *President* R. B. Munro.
" *Relief* John Mann.
U.S.S. *Relief* Chas. McNeely.
" *Relief* J. H. Miller.
" *Relief* P. Schneider.
S.S. *Saint Jerome* Capt. A. Jones.
U.S.S. *Saturn* H. Mines.
S.S. *Shantung* Miles.
" *Orlando* Capt. Wilson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Birdlime.
Chingtai.
Cheong Seng Leong.
Dellagruz.
Fromeur.
Gee (Major).
Honjo.
Kamcheong.
Kongpung.
Kongyueh.
Kwongling.
Laihooyuen.
Lapraik.
Lichenshang.
Matthew, Joseph.
Mrs. Marshall (Sobra-
on).
Powlee.
Quannong.
Quannung.
Sham.

Sionghooshan.
Steamer *Wineand*.
Steel.
Strantzen.
Sunsanyuen.
Teiching.
Thangtai.
Tsh.
Toksham.
Turgens.
Tshungsoon.
Watanaka.
Wingyloong.
Yeecon.
0208 (Swee Kee Chan).
0651, 4637 (Nam Hing).
5940, (Kwong Yu Yun).
Two.
0651, 3031, (Nam Wan).
0208, (Swee Keechan).
5502, 7127 (Manloong).

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES HALL, 66, QUEEN'S ROAD CENTRAL, HONGKONG.

NEW GOODS.

PLENTY IN HAND.

D. NOMA,
No. 12,
Beaconsfield,
Arcade,
Opposite the City Hall.

Hongkong, 30th April, 1900.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1901.

Intimations.

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSLETON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th February, 1901. [20c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th January, 1901. [124c]

WANTED.

ENGLISH MINING ENGINEER and MANAGER, First Class Testimonials, Wide Experience, is shortly terminating present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, CHINA or COREA.

Address:—"CYANDIE,"
C/o Straits Times, Singapore.
30th April, 1901. [475c]

WANTED.

A COMPETENT SHORTHAND RE-PORTER.
Apply, stating Qualifications and Salary required, to
"X.A."
C/o This Office.
Hongkong, 19th April, 1901.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.
MONTHLY PAYMENT SYSTEM.

TUNING, REPAIRS.
Our Speciality.

INSTRUMENTS.
STRINGS.
MUSIC.

Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.
Head Office—TOKYO.
Branch Offices—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—
Mitsui Coal Mines.
Kamada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnuma Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manouma Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagawachi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE PERFECT DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1901. [17]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FRICKHAM, LONDON, ENGLAND.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1896. [13]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 24 & 26, Queen's Road Central. [23]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.
40, QUEEN'S ROAD, Watson's Building.

For Nervous Exhaustion.

CHAPOTEAUT'S
Phosphoglycerate OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, cerebral losses, dyspepsia of nervous origin and asthma. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)
PHOSPHOGLYCERATE WINE (CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

8, rue Villeneuve, PARIS-FRANCE

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguiar Street.
Hongkong, 27th April, 1901. [34]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of well known make. Quality will speak for itself.

H. RUTTONJEE,
5, D'Aguiar Street and
22 & 23, Elgin Road, Kowloon.
Hongkong, 16th April, 1901. [34]

MEE CHEUNG.

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Is now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1898. [20]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

SIEN TING.

SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. [30]

For Sale.

NOW READY.
THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRIOR 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.

Hongkong, 1st June, 1900.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING WITH THEM.
BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY
MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 10 CENTS.

Hongkong, 1st June, 1900.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 10th May, 1901. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *China* and *Penninsular*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 10th May, 1901. [5]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

CONSIGNEES of the following Goods, shipped per S.S. "WITTENBERG," to "ORDER" at Hongkong:

AG 15449/50 2 cases Calcium Carbide.
" 15501/2 2 " " "
" 15549/53 2 " " "
" 84/85 2 " Saltpetre Acid.
" 86 1 " Saltpetre.
" 87/9 5 " Sulphuric Acid.
" 89 1 " Ether.
" 122 1 " Acid.
" 303 1 Turpentine Oil.

and now lying in a lighter off Stone Cutter's Island, are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of the Cargo.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 13th May, 1901. [515c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 14th May, 1901. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901. [122c]

For Sale.

NOW READY.
THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRIOR 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.

Hongkong, 1st June, 1900.

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MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 10 CENTS.

Hongkong, 1st June, 1900.

The Share Market.

LATEST QUOTATIONS.

(May 16th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	38 1/2% premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27 buyers
Do. Founders.	£ 1	£15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$32 1/2 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$58 1/2 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yantai Ins. Assoc. Ltd.	£ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sales
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 1/2 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$34 1/2 sales
Indo China Steam Navigation Co., Ltd.	£ 10	\$135
China & Manila S.S. Co., Ltd.	£ 40	\$53 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sales
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 25	\$94 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$135 sellers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punim Mining Co., Ltd.	\$ 8	\$7 1/2 sales
Punim Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	£ 250	\$340 buyers
Queen Mines, Ltd.	25 cts.	8 cent. sellers
Jebleu Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Altan Gold Mining Co., Ltd.	175. 10d.	\$23 1/2 sellers
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$24
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$12 buyers
Docks, Wharves & Godowns	\$ 50	\$17 1/2 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$103 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22 1/2 buyers and buildings
China Provident Loan & Mortgage Co., Ltd.	10	\$9 1/2 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$56 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$130 sales
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sales
Cotton Mills.		
Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning & Weaving Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Oiler Companies.		
Alhambra, Limited	\$200	200 p. buyers
La Commercial, Ltd.	\$200	100 p. buyers
Hemiana Limited	\$100	100 p. buyers
La Favorita	\$100	100 p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 buyers
A. S. Watson & Co., Limited	\$ 10	\$17
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 sales
Hongkong Electric Co., Limited	\$ 5	\$6 1/2
Hongkong & China Gas Co., Ltd.	\$ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$17 1/2 nominal
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 sales
H'kong High Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong & China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore & Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Cement Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agcy., Ltd.	\$ 4	\$112 buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Huke, Mr. and Mrs. A. N.
Angus, Mrs.	Irving, Mr. E. N.
Arnold, Mr. H.	Atkinson, Mrs. & Miss Jackson, Mr. J. B. and child
Bald, Mr. J. S.	Jervoy, Mr. V. E.
Bell, Mr. W. S.	Kato, Mr. E. S.
Bell, Mr. Q.	Kato, Mr. E. S.
Bass, Miss	Kato, Mr. E. S.
Beckett, Miss	King, Mr. H. S. R. E.
Bell, Mr. and Mrs. O. D.	Kirkwood, Mr. J.
Benjamin, Mr. D.	Liblin, Mr. R.
Beringer, Mr. F. J. G.	Little, Mr. E. R.
Berry, Mr. V.	Long, Mr. & Mrs. D. M.
Black, Mr. D. F.	Macdonald, Mr. D. (2)
Blake, Mr. and Mrs. R. N.	Macdonald, Mr. D. (2)
Brandreth, R. N., Lt. & Mrs.	Matlock, Mr. S. C.
Brooks, Major & Mrs. J. C.	McLellan, Mrs. and child
Bruce, Capt. and Mrs. F.	Messner, Mr. F.
Bruce, Mr. and Mrs. J. C.	Middleton, Mr. J. C.
Budd, Mr. & Mrs. J. C.	Mudge, Mr. Geo.
Burnie, Mr. C. M. G.	Orr, Mr. R.
Bustow, Mr. G.	Ort, Capt. S. G.
Cameron, Mr. D. F.	Parfitt, Mr. W. W.
Clark, Dr. & Mrs. F.	Pattie, Mr. A. W.
Creasy, Mr. and Mrs. E. B.	Pope, Mrs. C. J.
Creig, Mr. and Mrs. D.	Racke, Mr. Von
Darwood, Mr. J. W.	Reich, Mr. A. H.
Davis, Mrs. W. & child	Robertson, Mr. V.
Denroche, Mr. P. C.	Schonz, Mr. C.
Derrick, Mr. E. H.	Shankland, Mr. R.
Discombe, Mr. G. M.	Stevens, Mr. G. Goyne
Dowhill, R. A., Major	Stewart, Mr. E. H.
Duff, Mr. W. S.	Taylor, Mr. D. G.
Duncan, Mr. M. D.	Thomas, Mr. Harry
Dyson, Capt. P. S.	Tibbey, Mr. H. M.
Evens, Mr. A.	Tilley, Capt. and Mrs. Gibbs, R. N., Mr. A.
Gibbs, R. N., Mr. A.	Wakeman, Mr. G. H.
Glover, Mr. C.	Watts, Mr. and Mrs. Frank W.
Glover, Mr. C.	White, Mr. W. J. G.
Grant, Mr. John	Wild, Lieut. and Mrs. H. C.
Harold, Mr. W.	Williamson, Mr. and Mrs. A. A. and child
Hochappel, Mr. E. C.	Woolton, Mr. J. J.
Holm, Mr.	Wyllie, Mr. A.
Howard, Mr. Thos.	
Hovkins, Mr. & Mrs. J. D.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baldwin, Mr. Barry	Hays, Mr. J.
Beattie, Mr. James	Hughes, C. G. A.
Benjamin, Mr. S. S.	Irvine, Mr. E. H.
Bonarr, Mr. J. W. C.	Lang, Dr. K.
Bryne, Mr. H. F. R.	Let, Mr. J. E.
Brown, Colonel F.	Mackie, Mr. C. Gordon
Brusse, Mr. G.	Martin, Mr. R.
Cameron, Mr. Allan	Miller, Mr. and Mrs. O'Gorman, Col. The
Carrington, Sir John	O'Gorman, Madam
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. John, R. N.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R. A. M. C.
Dixon, Mr. F.	Quinn, Mr. R.
Edwards, Mr. J. S.	Quinn, Mr. R.
Forbes, Mr. Andrew	Quinn, Mr. R.
Fraser, Mr. and Mrs. H. W.	Quinn, Mr. R.
Graham, Mr. D. M.	Squire, Capt. Geo. O.
Griffin, Major W. W.	Stokes, Mr. A. G.
Griffin, Major W. W.	Tomlin, Mr. G. L.
Harston, Dr. and Mrs. G. M.	Wegless, Mr. H. J.
Gumpert, Mr. and Mrs. Wheeler, Lt. Col. J. L.	Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.	Chenithorp, Mr. C. S.
Boyle, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	
Lyons, Mr. and Mrs. E.	

KOWLOON HOTEL.

Davies, Mr. W.	Lewis, Mr. and Mrs. E. G.
Dean, Mr. F.	Nobbs, Prof. A. P.
Downs, Mrs. Lottie	Spittles, Mr. J.
Earby, Mr. E. A.	Wise, Mr. & Mrs. H.
Kennedy, Mrs. J.	
Leary, Lieut. C.	

EXCHANGE.

Hongkong, 16th May.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 9/16
Credits, 4 months' sight	111 3/4
D'Amiens, 4 months' sight	111 3/4
ON BERLIN, (demand)	112 1/2
ON PARIS, Bank Bills, on demand	112 1/2
Credits, 4 months' sight	112 1/2
ON NEW YORK, Bank Bills, on demand	112 1/2
Credits, 30 days' sight	112 1/2
ON HONKONG, Telegraphic Transfer	112 1/2
On demand	112 1/2
ON SHANGHAI, Telegraphic Transfer	112 1/2
Private 30 days' sight	112 1/2
ON YOKOHAMA, T.T.	112 1/2
Sovereigns, Bank's Buying Rate	112 1/2
Gold and 100 touch, per tael	112 1/2
Bar Silver	112 1/2
Dollars	112 1/2

OPIUM QUOTATIONS.

Hongkong, 16th May.	
New Patna	\$32 1/2 per chest
New Benares	97 1/2
Old Benares	95 1/2 per picul
Old Malwa	830
Persian, paper tied	810

VESSELS IN PORT.

Steamers.	
ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
AWA MARU, Japanese steamer, 3,912, A. Trennt, 15th May—Yokohama and Ports 4th May, General—Nippon Yusen Kaisha.	
BERGHEUS, Norwegian steamer, 2,344, F. H. Svendsen, 9th May—Moji and May, Coal—Butterfield & Swire.	
BURNSIDE, American steamer, 1,400, A. H. Luffin, 14th April—Manila 11th April, Cable—Government.	
CANNING, British troopship, 1,587, Lieut. Leger G. Warden, 13th May—Rangoon 1st May.	
CHUNSHAN, British steamer, 1,419, L. A. Muir, 11th May—Bangkok 5th May, Rice—Jardine, Matheson & Co.	
CLAYDON, British steamer, 2,085, Parker, 6th May—New York 6th Mar, Case Oil—Order.	
DAPHNE, German steamer, 1,290, Th. Nissen, 15th May—Moji 8th May, General—Siemens & Co.	
DIAMANT, British steamer, 1,254, A. Ramsay, 17th May—Manila 8th May, General—Sheehan, Tomes & Co.	
ELBA, German steamer, 1,702, Schonwandt, 15th May—Canton 13th May, Coal—Jensen & Co.	

E-SANG, British steamer, 1,127, Hay, 13th May—Hongkong 10th May, Coal—Jardine, Matheson & Co.	
HAICHING, British steamer, 1,267, T. P. Hall, 9th May—Tamsui via Amoy and Swatow 8th May, General—Douglas, Lapraik & Co.	
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar—Shanghai 18th Mar, General—Butterfield & Swire.	
HANOI, French steamer, 768, Pannier, 10th May—Haiphong and Hoihow 9th May, General—A. R. Marty.	
HONGKONG MARU, Japanese steamer, 6,550, W. E. Filmer, 7th May—San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General—J. S. Van Buren.	
KNIGHT COMPANION, British steamer, 2,619, C. Froggatt, 14th May—Singapore 8th May, Ballast—Order.	
LOKSANG, British steamer, 1,104, W. G. Lasky, 14th May—Moji 9th May, Coal—Jardine, Matheson & Co.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 11th May—Manila 8th May, Hemp—Jardine, Matheson & Co.	
LOOSK, British steamer, 1,020, J. E. Jackson, 15th May—Bangkok 8th May, Teakwood and Rice—Butterfield & Swire.	
MACHAON, British steamer, 2,475, L. T. Han-nah, 14th May—Liverpool 1st April, and Singapore 8th May, General—Butterfield & Swire.	
MAIDZURU MARU, Jap. str., 868, K. Saboima, 15th May—Amoy and Swatow 14th May, General—Mitsui Bussan Kaisha.	
MAUSANG, British steamer, 1,614, Walsh, 8th May—Sandakan 2nd May, Timber—Jardine, Matheson & Co.	
MEAD, American steamer, 5,526, G. W. Wilson, 26th April—Manila 23rd April, General—Butterfield & Swire.	
NANCHANG, British steamer, 1,062, Finlayson, 24th April—Saigon 20th April, Rice and General—Butterfield & Swire.	
ON SANG, British steamer, 1,787, J. Young, 12th May—Sourabaya and Samarang 30th April, Sugar—Jardine, Matheson & Co.	
PAKSHAN, British steamer, 1,235, H. E. Harris, 14th May—Koh-si-chang 6th May, Rice—Bradley & Co.	
PETRIANA, British steamer, 1,140, Snopce, 25th Mar—Belik, (Papan) 19th Mar, Kerosine Oil—Arnold, Karberg & Co.	
POMPEY, American steamer, 785, J. H. Seriver, 1st Mar—Manila 18th Mar, Coal—U. S. Navy.	
RAGNAR, Norwegian steamer, 1,220, H. Nielsen, 11th May—Bangkok 4th May, Teakwood—East Asiatic Trading Co.	
RANZA, British steamer, 3,434, Geo. H. Amot, 9th May—New York 12th Mar, Case Oil—Standard Oil Co.	
SARNIA, German steamer, 2,052, Paeter, 8th May—Saigon 4th May, Rice—Siemens & Co.	
SIMONANG, Dutch steamer, 1,813, Sandman, 17th April—Samarang and Saigon—29th March, Sugar—Yuen Fat Hong.	
SUISANG, British steamer, 1,776, E. J. Tadd, 15th May—Calcutta via Penang and Singapore 8th May, General—Jardine, Matheson & Co.	
TACOMA, American steamer, 1,689, John Alwan, 10th May—Tacoma, Wash., U.S.A. 9th April, and Yokohama 1st May, General—Dowdell & Co., Ltd.	
TAI CHEONG, German steamer, 838, H. Ahrens, 13th May—Saigon 8th May, Rice and Flour—Meyer & Co.	
VICTORIA, American steamer, 2,112, J. Pantan, 13th May—Tacoma 13th April, General—Dowdell & Co., Ltd.	

Sailing Vessels.	
ADOLPH OBRIG, American ship, 1,262, Ambury, 19th Dec.—New York 2nd June, and Chedoke 12th Dec.—Standard Oil Co.	
DUNDEE, British ship, 1,998, Heron, 14th Oct.—New York 30th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,985, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wiedel & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Panama and Caroline Island 11th Mar, Copra—Master.	
LUZON, American 4-masted schooner, 512, Dec. General Holiday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Wames, 23rd Feb.—Yap 9th Feb., Ballast—Siemens & Co.	
ON, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.	
PRESIDENT, British bark, 765, R. B. Munro, 3rd April—Rajang 8th Feb., Timber—King On Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.	
VINEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 16th, 1901.	
Alacety, despatch-vessel, 1,700 tons, 10 guns, 350 i.h.p., Comdr. G. F. M. Craddock.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	
Arcturion, 2nd-class cruiser, 4,000 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Woosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Astrak, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,663 i.h.p., Captain G. J. S. Warden, 13th May.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawley, Taku.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 4,500 i.h.p., Comdr. Sir Bouchier Wrey, Bart., Shanghai.	
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 13 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Wintington-Ingram, Shanghai.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,500 i.h.p., Capt. Tildard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12 guns, 12,120 i.h.p., 12 guns, Capt. G. A. Gallahan, C.B., Wei-hai-wei.	
Eth, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	

Fama, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 i.h.p., in reserve.

Firbrand, 3rd class gunboat, 455 tons, 4 guns, 350 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Hongkong.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, en route Shanghai.

Handy, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnit, gun-vessel, 750 tons, 2 heavy guns, 6,000 i.h.p., 870 i.h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Amoy.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 10 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 9,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. F. Mansel, Shanghai.

Phaon, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd-class cruiser, 4,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Q. V. de M. Cowper, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 24 tons, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.